

CHINA



MAIL

Established February, 1846

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4854. 號七廿月正年九十七百八千一英

HONGKONG, MONDAY, JANUARY 27, 1879.

日六初月正年卯己

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAD & BLACK, San Francisco.

SINGAPORE AND STRAITS—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA—Messrs A. A. DE MELLO & Co., Shantou, CAMPERELL & Co., Amoy, WILSON, NICHOLLS & Co., Fouchow, HEDER & Co., Shanghai, LAMB, CRAWFORD & Co., and KELLY & WILSON, Yokohama, LAMB, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars.
Reserve Fund, 1,200,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
H. R. BELLIOS, Esq. A. MOLVER, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
Hon. W. KNEWICK.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, November 26, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 5 per Annum.
" 6 " " 4 " " "
" 12 " " 3 " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,

Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.

RESERVE FUND, £150,000.

Barbours,

THE BANK OF ENGLAND.

THE CITY BANK.

THE

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong

grants Drafts on London and the

Chief Commercial places in Europe and the

East; buys and receives for collection Bills

of Exchange, and conducts all kinds of

Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.

" 6 " 4 " " "

" 12 " 5 " " "

FOR SALE.

FINE NEW FIGS, direct from Smyrna. Brazil and Barcelona NUTS. LETT'S DIARIES for 1879. Central and Pin Fire CARTRIDGE CASES.

CLOTH and FELT GUN-WADS. American PARLOUR and COOKING STOVES.

COAL SCUTTLES, new designs. FENDERS and FIRE IRONS. COCOA MATTING.

TAPESTRY CARPET. DOOR MATS.

California LAMBSWOOL BLANKETS. WHITNEY BLANKETS.

REP and other TABLE COVERS, Fancy Patterns.

TABLE LINEN. Fine TURKISH TOWELS.

LINEN SHEETING. PILLOW LINEN.

GREEN and MARONE REP. FLANNEL SHIRTINGS.

FANCY FLANNEL for Gents' Suits. NAVY BLUE SERGE.

CLOTH-TROWSER LENGTHS, Assorted Patterns.

ALBUMS, in great variety. CRUMB BRUSHES and TRAYS.

CRUMB'S CASH and DEED BOXES. VEXRON'S AUTOMATIC COFFEE MACHINES.

COFFEE ROASTERS, TREMBLING CALL BELLS.

IMPERIAL TRACING CLOTH. DESSERT, DINNER and BREAK-FAST SERVICES.

TABLE GLASSWARE, of every Description.

FOLDING CHAIRS. CIGARS, CIGARETTES.

KELLY'S FAMOUS CUT TOBACCOS. HOUSEHOLD STORES, of every Description.

CLARET in Casks. MALT. HOPS. CAUSTIC SODA, CANADIAN POTASH.

CARBOLIC ACID. CHLORIDE OF LIME, &c., &c.

LAMBERT, ATKINSON & CO. Hongkong, November 16, 1878.

SAMUEL STULTZ,

HAS JUST RECEIVED PER "CYPRUS," AND HAS FOR SALE—

NEW PATTERNS in CARPETS. WINDOW CURTAINS of all kinds.

TABLE CLOTHS & TABLE NAPKINS. HATS in EVERY STYLE.

DRESS BOOTS, and SHOES.

88 and 90, Queen's Road Central. Hongkong, December 11, 1878. fe13

NOTICES TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. YANGTSE.

NOTICE.

CONSIGNEES of Cargo per S. S. Euphrate, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 24th Instant, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after To-day, the 31st Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

L. HENNEQUIN,

Actg. Agent.

Hongkong, January 24, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expenses.

No Fire Insurance has been effected.

L. RENNEQUIN,

Actg. Agent.

Ex "Iracouady."

G (in diamond) No. 1/3, Messrs Gilman & Co., 8 cases Granite, from London.

Hongkong, January 3, 1879.

For Sale.

EX LATE ARRIVALS.

WOOLLEN SOCKS, DRAWERS and UNDERSHIRTS. LETT'S DIARIES. LETT'S DIARIES. RIDING WHIPS, BRIDLES and PONY HARNESS. RUG STRAPS, YORK HAMS, CHIT BOOKS. HORSE CLIPPERS, FILTERS, SILBER LAMPS. French and English BOOTS and SHOES. The New Patent LIFE VESTS. PONY HARNESS, CHUBB'S FIREPROOF SAFES. SALAMANDERS for Heating Baths.

WORKS OF REFERENCE, California APPLES. HAIR BRUSHES, BILLIARD CLOTHS. COPYING PRESSES, CHRISTY'S HATS. SCARFS, COLLARS, KID GLOVES. FOOD WARMERS, CIGARETTES. CRICKET BATS, BALLS, GLOVES, &c. PARTAGA'S HAVANA CIGARS.

BATH TOWELS, PAINT BOXES. DAMASK for Table Cloths, STATIONERY. PATENT WATER CLOSETS, POCKET BOOKS.

DOG COLLARS and CHAINS, TENNIS BALLS. CHILDREN'S BOOKS, VALISES. Ladies' and Gentlemen's DRESSING BAGS, Fitted. AIR CUSHIONS, BILLIARD BALLS. SHORT SNIDERS with SWORD BAYONETS.

Base's ALE. GUINNESS'S STOUT, Bottled by FOSTER. Bass in Hhds., SACCOONE'S SHERRIES.

LANE, CRAWFORD & CO.

Hongkong, January 9, 1879.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Fifth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on WEDNESDAY, the 29th Instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing a Director and Auditors.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, January 10, 1879. ja29

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 16th to the 29th Instant, inclusive.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, January 10, 1879. ja29

MOORE & Co.,

"VARIETY STORE,"

NEWS AGENTS and TOBACCONISTS.

No. 42, Queen's Road Central.

Hongkong, September 10, 1878.

DENTAL NOTICE.

DR. ROGERS has Returned and is Now Ready to RECEIVE PATIENTS at No. 7, ARBUTHNOT ROAD.

Hongkong, November 23, 1878.

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 3.—Vol. VII.

OF THE "CHINA REVIEW"

CONTAINS—

Jottings from the Book of Rites. Geographical Notes on the Province of Kiangsi.

Ethnological Sketches from the Dawn of History.

Coins of the "Ta-Tsing" Dynasty. The Critical Disquisitions of Wang Ch'ung.

The Ballads of the Shikang. Translations of Chinese School-books. Tonic and Vocal Modification in the Kpechow Dialect.

Legislation and Law in Ancient China. A Plan for "Fau-wei."

Short Notices of New Books and Literary Intelligence.

Notes and Queries:— Taxes on Industries in Canton. A Bit of Folk-lore about Candles, Lamps and Fire.

Legends on Chinese Porcelain. Tame Birds. To make a Tui (Antithesis). "Respect This."

The Army of Kwangtung. Gutta Percha in China. Chinese Dialects. "Confucius Leading a Horse in the Desert."

Books Wanted, Exchanges, &c. China Mail Office, Hongkong, January 21, 1879.

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be Held at the Company's Office, 39, Queen's Road, Victoria, at HALF-PAST TWO o'clock in the Afternoon of MONDAY, the 24th February next, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1878. The Transfer BOOKS of the Company will be CLOSED from the 11th to the 24th February, both days inclusive.

By Order,

JAS. B. COUGHTRIE,

Secretary.

Hongkong, January 24, 1879. fe24

NOTICE.

G. FALCONER & Co. beg to announce that, during DECEMBER and JANUARY Next, they will offer their Large and Magnificent Stock of JEWELLERY, WATCHES, CLOCKS, SILVER and ELECTRO-PLATE, &c., &c., Considerably under the Usual Prices.

Just Arrived from England, an Elegant ASSORTMENT of SILVER CUPS, suitable for REGATTA or RACE MEETINGS.

Hongkong, November 26, 1878. fe1

NOTICE.

THE Head Office of the CHINESE INSURANCE COMPANY, LIMITED, is This Day REMOVED to No. 39, QUEEN'S ROAD CENTRAL.

J. BRADLEE SMITH,

General Agent.

Hongkong, December 30, 1878. ja30

NOTICE.

FROM THE 1ST OF OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

LOST.

ABOUT the 27th or 28th Dec., an English White Poodle DOG, Female, answers to the name of "BEAUTY." A Liberal Reward will be given for its return to 3rd door above Gage Street, on Peel Street, MISS GORDON.

Hongkong, January 21, 1879.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SEVENTH RETURN OF CAPITAL at the Rate of TWO TALLS per SHARE will be made to Shareholders of Record on the 8th January, Payable at the Office of the Liquidators, on WEDNESDAY, the 15th January.

Warrants will then be delivered by the Undersigned, on presentation of the Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 10th January, inclusive.

By Order,

RUSSELL & Co.,

Liquidators.

Shanghai, January 4, 1879. fe3

Intimations.

HONGKONG HORTICULTURAL SOCIETY.

THE above SOCIETY'S ANNUAL EXHIBITION of FLOWERS, FRUIT, VEGETABLES, &c., will be Held on WEDNESDAY and THURSDAY, the 12th and 13th of February, 1879.

W. M. B. ARTHUR, Hon. Secretary.

Hongkong, January 23, 1879. fe13

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, November 20, 1878. my29

PLEASE NOTICE.

MR. H. SCHÜREN begs to advertise that he will leave this Colony for Europe on or about the 8th of March next, and that therefore no Photos. can be taken by him after the 28th of February.

Hongkong, January 13, 1879. fe13

NOTICE.

IN Consequence of the Fire, NAM HING LOONG has REMOVED to No. 6, STANLEY STREET, where Business will be Conducted as usual.

Hongkong, December 28, 1878. ja28

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from E. DE LAGHENE, Esq., French Consul of Canton, to sell by Public Auction, on

TUESDAY,

the 28th day of January, 1879, at 2 p.m., at his Sales Rooms, Queen's Road,—

Sundry EFFECTS, belonging to the Estate of the late Captain LONGUEVILLE, comprising:—

A large collection of BOOKS. A collection of Chinese, Japanese, Korean, and Annamite COINS.

Aneroid, Sextant, Microscopes, Telescopes, Binoculars, Medicine Chest, Breech-loading and Needle Rifles and Fowling-Pieces, Spencer Repeating Rifles, Pistols, and Cartridges.

Vases, Bronzes, Ornaments, &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, January 10, 1879. ja28

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 29th January, 1879, at 2 p.m., at the Office of Messrs OLYPHANT & Co., Praya,—

The whole of the HOUSEHOLD and OFFICE FURNITURE, &c., comprising:—

NOTICES OF FIRMS.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF JOHN GRANT SMITH AND WILLIAM DOLAN in our Firm CEASED on the 31st day of December, 1878.

MAGWEN, FRICKEL & Co.,
Dated this 31st day of December, 1878. f4

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. WALTER SCOTT FITZ in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.,
Hongkong, January 1, 1879. jyl

NOTICE.

PACIFIC MAIL STEAMSHIP Co.

MR. J. J. HOWARD is hereby authorized to SIGN BILLS OF LADING by the Company's Steamers.

RUSSELL & Co.,
Agents.
Hongkong, January 2, 1879. fe2

NOTICE.

THE Undersigned being about to CLOSURE his Firm at Swatow, hereby notifies that all DEBTS and CLAIMS due to or by him, will be collected and paid.

The Interest and Good will of his business has been transferred to Messrs DOUGLAS LAPRAIK & Co.

E. VINCENT.
Hongkong, November 30, 1878.

NOTICE.

NOTICE is hereby given, that Messrs DOUGLAS LAPRAIK & Co. have this Day Established a BRANCH of their Firm at Swatow, and have authorized Mr. G. D. PITMAN to Sign per Procuration.

DOUGLAS LAPRAIK & Co.
Hongkong, November 30, 1878.

NOTICE.

I HAVE this Day Established myself as a COMMISSION MERCHANT, &c., at No. 2, Queen's Road, under the Style of "J. G. SMITH & Co."

J. GRANT SMITH.
Hongkong, January 1, 1879.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF the late JOHN FALCONER ROSE in our Firm CEASED on the 21st January, 1879.

ROSE & Co.,
Hongkong, January 22, 1879. ja20

NOTICE.

WE have Established a BRANCH of our Firm at SHANGHAI.

ARNHOLD, KARBERG & Co.
Hongkong, December 31, 1878. ja31

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. OTTO BENECKE in our Firm CEASED on 31st December, 1878.

CARLOWITZ & Co.,
Canton, Hongkong { January 1, 1879. fe1
and Shanghai, }

NOTICE.

I HAVE this Day RESUMED my BUSINESS as MARINE SURVEYOR at this Port.

R. H. CAIRNS,
Surveyor to Local Insurance Offices and Lloyd's Register of Shipping.
Club Chambers,
Hongkong, December 21, 1878. fe1

NOTICE.

I HAVE this Day ESTABLISHED myself as a PUBLIC ACCOUNTANT and AUDITOR.

THOS. ARNOLD,
16, Bank Buildings,
Hongkong, January 1, 1879. fe1

NOTICE.

MR. EZEKIEL ABRAHAM SOLOMON has been admitted a Partner in our Firm at this Port and in China, from 1st January, 1879.

E. D. SASSOON & Co.,
Hongkong, January 24, 1879. fe24

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877, and has engaged the services of Mr. LEONG YOK CHUN, as Translator and General Manager of the Newspaper, which under its new regime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

CHON AYIN.
Hongkong, April 6, 1879.

NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YOK CHUN, as Translator and General Manager of the Newspaper, which under its new regime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM,
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1879.

NOTICES OF FIRMS.

NOTICE.

THE BUSINESS hitherto Conducted by us at this Port, CANTON and SHANGHAI will be CONTINUED from this Date under the Style and Title of VOGEL & CO.

VOGEL, HAGEDORN & Co.,
Hongkong, January 1, 1879. fe1

NOTICE.

I HAVE this Day Established myself at this Port and at CANTON as MERCHANT and COMMISSION AGENT, under the Firm or Style of PUSTAU & Co.

T. I. E. VON PUSTAU.
Hongkong, January 1, 1879. fe1

NOTICE.

I HAVE this Day Established myself as GENERAL and SHARE BROKER.

CARL DENEKE.
Office, Bank Buildings,
Hongkong, December 8, 1878.

NOTICE.

WE have To-day entered into Partnership under the Firm of DENEKE & GEORG as SHARE and GENERAL BROKERS.

CARL DENEKE,
ERICH GEORG.
Peddar's Hill, No. 2,
Hongkong, January 15, 1879. fe1

NOTICE.

MR. ROBERT BERNHARD has this Day CEASED to be a Partner in our Business.

HEINEMANN & Co.,
Ship Brokers.
Hongkong, January 17, 1879. fe17

NOTICE.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

FORTENAY, British ship, Capt. Geo. B. Taylor, - Arnold, Karberg & Co.

FANNY, French barque, Captain E. M. Gouye, - Landstein & Co.

PRINCE ARTHUR, British barque, Capt. R. Wills, - Chinese.

PACIFIC, American ship, Capt. Fowle, - Russell & Co.

ALFREDO, Italian barque, Captain S. Pittaluga, - Borneo Co., Limited.

HARON ABDELSTEIN, Norwegian steamer, Captain O. O. Berge, - Arnold, Karberg & Co.

BETHOVEN, German barque, Capt. R. Haje, - Melchers & Co.

S. B. ALLEN, American barque, Captain L. Taylor, - Meyer & Co.

PO-day's Advertisements.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "YESSO,"

Capt. S. ASHUR, will be despatched for the above Ports on WEDNESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,
Hongkong, January 27, 1879. ja29

FOR AMOY.

The Steamship "ESMERALDA,"

Capt. CULLEN, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.,
Hongkong, January 27, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE.

ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND

MARSEILLES.

Also,

PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY, the 8th February, 1879, at Noon, the Company's

STEAMER, Commandant GRASSET, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 7th February, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

L. HENNEQUIN,
Acting Agent.
Hongkong, January 27, 1879. fe3

SHIPPING.

ARRIVALS.

Jan. 26, Yesso, British steamer, 559, Ashton, Amoy Jan. 23, and Swatow 25, General, Douglas Lapraik & Co.
Jan. 26, S.M. B. Allen, American barque, 580, L. Taylor, Newcastle (N.S.W.) Dec. 7, Coal, - Meyer & Co.

ARRIVALS.

Jan. 26, Africa, Portuguese troopship, F. Marques, from Macao.
Jan. 27, Hector, British steamer, 1523, Billings, Shanghai Jan. 21, General, BUTTERFIELD & SWIRE.
Jan. 27, Flintshire, British steamer, 1236, T. Thomas, Saigon Jan. 20, Rice, - Gins, Livingston & Co.

DEPARTURES.

Jan. 26, Tania, for Yokohama.
26, Douglas, for Coast Ports.
27, Flewbury, for Chefoo.
27, Argyle, for Bangkok.
27, Lee Yuen, for Shanghai.

CLEARED.

Conquest, for Hoihow.
Charite, for Tientsin.
Karo, for Guam.
Laurie, for Singapore.
Hailong, for Amoy, &c.

PASSENGERS.

ARRIVED.
Per Yesso, from Amoy and Swatow, Master Williams, and 11 Chinese.
DEPARTED.
Per Tania, for Yokohama: from Hongkong, Mr. Deschanel; from Marseilles, Messrs Atkinson, Takata Saye, Issegaykeniki, Kata Djengo, Matamora Handjiro, Nagakota, Tomokiti, Vireo, and de Keraoul; from Naples, Mr. G. Bolmida.
Per Lee Yuen, for Shanghai, 30 Chinese.

SHIPPING REPORTS.

The British steamer Yesso reports: Left Amoy the 28th inst. and Swatow the 25th, from Amoy to Swatow strong monsoon and high sea, from Swatow to port moderate winds and cloudy weather. Passed a steamer off Chefoo Point bound North. In Amoy - S. S. Korea and Chefoo. In Swatow: H. M. S. Harp.

The American barque Skilman B. Allen reports: Light Easterly winds to the N. end of New Caledonia, from there to S. S. calms and squalls, from S. S. to Ladrones fresh Easterly winds and fine weather. Ladrones to Bashee Channel light Easterly winds and fine weather, Bashee to Cupohi Point strong gale from N.N.E. and heavy sea, Cupohi to port moderate N. to N.W. winds. Anchored at 8.30 p.m. the 26th.

The British steamer Flintshire reports: Strong N.E. monsoon throughout.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:-

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From.

Mar. 28, Oracle, Liverpool.

30, Bristolian, Antwerp.

June 26, Underwriter, Fortress Monroe.

July 28, Abbey Cooper, Antwerp.

Aug. 9, Urania, Penarth.

Sept. 13, Excelsior, Hamburg.

17, James Shepherd, London.

17, Clunium, Liverpool via O'fall.

Oct. 16, Jacobine, Liverpool.

19, Hermann, Bremen.

Nov. 3, Jan Peter, Massala.

21, Fulda, Hamburg.

29, Rosaire, Cardiff.

Dec. 1, Nestor (a), Liverpool.

7, Gordon Castle, London.

10, Bleheim, Antwerp.

11, Glancus (s), Liverpool.

LOADING FOR CHINA AND JAPAN PORTS.

At London. - Steamers via Suez Canal.

Radnorshire, Teviot.

Scotland, St. Mark.

Sailing Vessel.

Carricks, Devana.

At Liverpool.

Ulysses (s).

CARGOES.

Per British ship Min-y-don, Hongkong to San Francisco, sailed January 17th, 1879: - 28,178 bags Rice, 120 bags Beans, 152 bags Pepper, 9 bags Cloves, 100 bags Sugar, 2,000 bales Hemp, 292 boxes Tea (Canton 6,340 lbs), 160 boxes Cassia, 500 boxes Soy, 350 rolls Matting, and 7,387 pkgs. Sundries.

Per American barque S. R. Beards, Hongkong to New York, sailed January 18th, 1879: - 123 rolls Matting, 30 pkgs. Kattans, 500 pkgs. Fire Crackers (4,000 boxes), 9 pkgs. Chairs, 18 pkgs. Furniture, 2 pkgs. Sundries, 4,000 pkgs. Cassia, 40 pkgs. Cane, 280 boxes Preserves, 15 cases Soy, 45 bundles Hides, and 4,857 pkgs. Tea (Amoy 10,122 lbs and Tamsui 10,122 lbs).

POST OFFICE NOTICES.

MAILS will close:-

For AMOY, TAMSUI, AND TAIWAN, -

Per Hailong, at 11.30 a.m., on Tuesday, the 28th inst.

For SWATOW, -

Per Yotung, at 5 p.m. To-morrow, the 28th inst.

For SWATOW, AMOY, & FOOCHEW, -

Per Yesso, at 5 p.m. To-morrow, the 28th inst.

For HOIHOW & HAIPHONG, (with Mails for Pakhoi and Hanoi) -

Per Conquest, at 5 p.m. To-morrow, the 28th inst., instead of as previously notified.

For MANILA, -

Per Diamante, at 8.30 p.m. on Wednesday, the 28th inst.

For BANGKOK, -

Per Danube, at 8.30 p.m., on Thursday, the 29th inst.

POST OFFICE NOTICES.

MAILS BY THE TORRES STRAITS PACKET. -

The Australian Contract Packet Normanby, will be despatched from Hongkong, on TUESDAY, the 28th instant, with Mails for Singapore, Thursday Island, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane Sydney, Tasmania, New Zealand, Fiji, and Melbourne.

Correspondence cannot be Registered after 1.15 p.m.

The Mails will be closed at 1.30. Supplementary mail on board with 18 cents late fee till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, Jan. 24, 1879. ja28

MAILS BY THE BRITISH PACKET. -

The British Contract Packet Pekin will be despatched on SATURDAY, the 1st February, with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B. - This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE UNITED STATES PACKET. -

The United States Mail Packet Oceanic, will be despatched on TUESDAY, the 4th February, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:-

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, January 18, 1878. fe4

MAILS BY THE FRENCH PACKET. -

The French Contract Packet Tigre will be despatched on SATURDAY, the 8th February, with Mails to and through the United Kingdom and Europe, via Naples to Saigon, Straits Settlements, Batavia, Borneo, O'yon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:-

Day before departure, -

5 P.M. - Money Order Office closes; Post Office closes except the NIGHT BOX, which remains open all night.

Day of departure, -

7 A.M. - Post Office opens.

10 A.M. - Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M. - Mails closed, except for Late Letters.

11.10 A.M. - Letters may be posted with Late Fee of 18 cents until

11.30 A.M. - when the Post Office Closes entirely.

11.40 A.M. - Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

Quotations.

Hongkong, January 27, 1879.

OPIUM. - New Patna, cash, \$580.

" Old Patna, cash, " "

" New Benares, cash, 627 1/2

" Old Benares, cash, " "

" New Malwa, cash, 785

" Allowance Taka, " "

" Old Malwa, cash, 775

" Allowance Taka, " "

Exchange.

Telegraphic Transfer, ... 3/6

Bank, on demand, ... 3/4

" 80 days' sight, ... 3/8

" 6 months' sight, ... 3/4

Credits, ... 3/8

Documentary, 6 months' sight, 3/8

Bombay, demand Rupees, 220

Calcutta, ... 220

Shanghai, demand, ... 72 1/2

" 80 days, ... 73 1/2

Bar Silver, 17 dwts. B., ... 109 1/2

Sycee, ... 109 1/2

Mexicans, ... 2 1/2 %

Gold Leaf, 99 1/2 fine ... 27.60

English Sovereigns, ... 5.37

Australian Sovereigns, ... 5.37

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instant. Owing to the direction of the wind she did not appear able to fetch this port. The steam-tug *Fame* was sent out in search of the disabled vessel at an early hour in the morning; and the *Hector*, upon arrival, was towed over to Kowloon Dock.

We have since learnt that the *Hector* broke her main crank shaft, and that her pilot (Mr Joseph Vaughan) came in here in a sampan, upon which the tug-boat *Fame* and the Company's steam launch were sent out and towed her in. She now lies over at Hong Hain Docks, and will probably only be detained a short time.

YESTERDAY afternoon about 2 o'clock quite an excitement was created by the sudden collapse of a wall at the corner of Cochrane and Wellington Streets. The wall has for some time looked dangerous and the accident is therefore not at all surprising. Unfortunately two men were injured by the mishap, and the question naturally arises as to who is responsible. The men (two bricklayers) were conveyed to the Tung Wah Hospital, one of them being rather seriously hurt. There are many similarly dangerous pieces of masonry standing, and no time should be lost in pulling them down and thus removing further cause for alarm.

RETURN of Visitors to the City Hall Library and Museum for the week ending January 26th 1879:—

	European.	Chinese.
Monday, Jan. 20th,	51	270
Tuesday, 21st,	37	70
Wednesday, 22nd,	34	109
Thursday, 23rd,	36	93
Friday, 24th,	63	467
Saturday, 25th,	68	685
Sunday, 26th,	45	209
Total,	299	6,461
Grand total, 6,760.		

HONGKONG, CANTON & MACAO STEAM-BOAT COMPANY, LIMITED.

Report of the Board of Directors to the Ordinary Half-Yearly Meeting of Shareholders, to be held at the Office of the Company, on Wednesday, the 29th January:—

The Directors beg to submit to the Shareholders the annexed Statement of accounts for the half-year ending 31st December last. After paying running expenses, premia of insurance, salaries, repairs, and the sum of \$5,533.66 for alterations to the steamer *Powan*, there remains, including \$15,640.92 brought forward from last account, a net profit of \$47,305.87. The Directors recommend the distribution of a dividend at the rate of 3 per cent on the paid-up Capital for the half-year, which will absorb \$18,000, and the appropriation of \$2,750 as Directors and Auditors' fees, leaving a balance of \$26,555.87 to be carried forward to new account. It will be observed that the result of the half-year's working compares favourably with that of the same period in 1877, notwithstanding the depressed condition of trade and the continued opposition to the Company's traffic.

The *Powan* has had alterations made to her upper-works which it is hoped will improve her as a river boat, and she is now running on the Canton line in the place of the *Kiungking*, which is being overhauled and remodelled. The *Spark* requires some repairs to her boiler and machinery. The other steamers are in good order.

Mr A. Lind has resigned his seat at the Board on leaving the Colony. Mr A. McIver has again joined the Board at the Directors' invitation, and his re-election requires confirmation by the Shareholders.

The retiring Auditors, Messrs H. Smith and L. Hauschild, offer themselves for re-election.

W. KESWICK, Chairman.

23rd January 1878.

YACHT RACE FOR THE "AMERICAN CUP."

A Yacht-race open to all yachts belonging to the Hongkong Club was sailed to-day for the American Cup. The course was from the Coalshed westward round a mark off Cow-e-show and thence round Channel Rocks in the Ly-e-moon and finish at the S. S. China.

The yachts slipped from their moorings, with a light northerly wind, at 9.52 this morning, the day promising to be anything but favourable. The *Naomi* got away first, and set her canvas in fine style; *Ariel* copying her pretty closely. *Naomi* and *Wave* got their lighter canvas on piece by piece. As the boats neared Cow-e-show, they drew into a strong breeze from the North, which soon made them take in all "kites," and settle down to steady work. Here the *Naomi* began to show her qualities, and perceptibly overhauled the *Naiaid*, which hitherto had been the leading yacht.

Naiaid seemed scarcely able to stand up to her canvas, whilst *Naomi* croaked on in her best style, and made the most of the advantage gained by her position being well to windward at the start. Rounding the mark-boat at Cow-e-show the first time, *Naomi* cleared at 10.43; *Naiaid* being clear at 10.55. With a spanking breeze right aft, the rivals bowled along at a rattling pace up to the shipping, where the wind fell light, and "kites" were again spread. At 11.50, when off Kowloon Point, *Naomi* had a long lead, wind still light, and a fair prospect of a calm. The *Wave* passed *Naiaid* at 11.53, having brought up the wind with her; and at 11.58, the little *Ariel* closed up. Two or three minutes past noon, *Naiaid* started away from *Wave*

and *Ariel* with a light air; *Wave*, catching the puff shortly afterwards, left *Ariel* all alone in a stark calm, where she remained for some time. *Naomi* appeared to be carrying a breeze all the time; and when *Naiaid* was off One-foot Rock at Kowloon, the leader was rounding the Channel Rocks. From this point the following yachts covered the course—more as a matter of duty than rivalry, as, barring casualties, the American Cup was now safe for *Naomi*.

The vessels passed the Flagship *China* going east as follows:—

	h. m. s.
<i>Naomi</i>	11.23.0
<i>Naiaid</i>	11.55.0
<i>Wave</i>	11.38.0
<i>Ariel</i>	11.43.0
Bound westward they passed the <i>China</i> in the following order:—	
<i>Naomi</i>	12.38.0
<i>Naiaid</i>	1.05.0
<i>Wave</i>	1.12.0
<i>Ariel</i>	1.31.0
Rounding the <i>China</i> at the finish, they were timed as follows:—	
<i>Naomi</i>	2.11.0
<i>Naiaid</i>	2.49.0
<i>Wave</i>	3.01.0
<i>Ariel</i>	3.35.0

The time occupied by the *Naomi* in covering the course was 4 hours 19 min; *Naiaid* doing the distance in 4 hours 57 min; *Wave* in 5 hours 9 min, and *Ariel* in 5 hours 43 min. It will thus be seen that the *Naomi* adds yet another to her list of successes for the present yachting season, and it is now quite evident that the alterations made on her have proved in every way advantageous.

Police Intelligence.

(Both Magistrates Sitting.)
27th January, 1879.

AN ASSAULT ON HENNESSY.

Chun Ayan, a cook, was charged with opening a hydrant with a false key and assaulting Police Sergeant Hennessy. He pleaded guilty, and was fined \$10 or 14 days imprisonment.

STREET GAMBLING.

Mak Aying, a house coolie, was fined \$5 or 14 days imprisonment for gambling in D'Aguilar Street.

DRUNKENNESS.

Abednego Hillett, seaman American ship *Black Hawk*, was fined 25 cents for being drunk and disorderly at Queen's Road Central.

Antonome Medvedoff, a seaman belonging to the Russian ship *Bayan*, was fined 25 cents for a similar offence.

Canton.

26th January, 1879.

I hear that the Treasurer of Kwangtung died suddenly the day before yesterday; that he leaves no children; and that his property is estimated at a million of dollars. This event, added to the retirement of the Governor of the Province from official duties, owing to his mother's death, increases the weight of responsibility pressing upon His Excellency the Vice Roy's shoulders already overburdened by reason of extraordinary events and exceptional causes of political anxiety.

After a period of about ten days of delightfully bright and mild weather, the thermometer ranging between 60° and 75°; we experience the past few days, a change to cold, wet weather that dampens the ardor of our native friends in their New Year festivities, the thermometer dropping to 44° within doors and to the freezing point without.

P.S.—10 p.m. 26th.—The accident to the *Pow-an* and coincident withdrawals of the *Y-chang* and *Kiu-kiang* have conspired to throw upon the *Kin-shan* somewhat more than double service for the most of the past week; which, being rendered all the more onerous for her commander and his staff by reason of the native holidays and the cold storm, we can but admire the indomitable perseverance that has maintained the communication both night and day.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL,"
Hongkong, Jan. 27, 1879.

SIR,—I should feel extremely obliged if you could give me any information with regard to the "home edition of the *Hong News*" referred to in the *Daily Press* of the 21st inst.

The reason I ask is this: The *Hong News* of the 22nd November 1878 contains, under the heading of "Pillars of the Empire, No. XXXVII," a notice of "The Indian Non-Official," and on looking over the older files of the paper, I find that the only statement or notice written of under this heading are either Anglo-Indians or people who in some way have been connected with India.

It appears strange that the home edition, which I understand is published by another firm, should on the same day contain an article under a similar heading to that in the *Hong News* and that this article should be numbered XV, and refer to a Colonial Governor.

I fancy that the writer of the latter article could not have hailed far from

CORE.

Japan.

(Gazette.)

Yesterday afternoon, (Jan. 10th) about 3 o'clock, the gardeners working in the Bluff Gardens, on the lower land, were startled by a rushing noise in the air, and at the same instant an elongated shell, weighing upwards of a pound, and measuring 32 inches by 12, supposed to have been discharged from a large mitrailleuse or Gatling gun buried itself from five to six feet in a bank, but did not explode. From the direction the projectile came, it is supposed to have been fired from a boat or ship in the bay. The piece must have been discharged at a great elevation, for the shell, having passed into the Bluff Gardens, inquiries have been instituted to-day with the object of ascertaining who was the party that fired the shot.

On the 30th Dec., about 9 p.m., the Mitsui Bishi steamer *Hiro-maru*, in charge of a native captain, while entering the harbour from Shanghai, ran into the British ship *Lothair*, and carried away her starboard whicker and jibboom. At the time of the accident it blew a fresh northerly breeze, but the night was clear and the *Lothair's* anchor light burning brightly; while from the British vessel's report of the collision it would seem as if there was but a poor look-out kept on the steamer. At first she was making broad for the *Lothair's* bow and was warned off by the shouts of the crew, but being too close to quite clear her, she caused the damage named, and carried away her own port main rigging.

The U. S. Sloop of war *Ranger* left the harbour at 6 p.m. on the 23rd Dec., to assist the American ship *Paul Revere*, from New York with Kerosene for this port, consigned to Messrs. Frazar & Co. It appears from the scant information received that the *Paul Revere* was on Saturday last suddenly caught aback when heading up the Gulf, by a shift of wind, and her steering gear so damaged as to compel her to anchor in East Bay. Her crew are also sick, which has made it necessary for men to be sent down to work the ship. The U. S. Sloop of war *Ranger* returned to the anchorage at noon on the 24th Dec., with the ship *Paul Revere* in tow.

Nearly the whole of the Loochooan Commission are to leave for Kobe by the *Hiroshima-maru* to-morrow. From there, a special steamer will take them on to Kagoshima and thence to their own country. The three principal commissioners, with nearly all their suite are starting; one commissioner of somewhat inferior rank to the others remains here with a few attendants, numbering some twenty persons, all told. Mr Matsuda, of the Home Department, also goes to Loochoo by the same route; it is said that he takes with him secret instructions, which will be made known only in Loochoo. What these are we cannot even hazard a guess. The Japanese Government have started the commissioners off in a great hurry, so that they actually have not had time to complete all their packing arrangements, &c. In fact, it would seem as though the Japanese were anxious to get rid of them, and to make known to the world in their own country news that might possibly be unwelcome if simulated here.

The commissioner left in Tokio will only transact minor business matters of ordinary character, so Mr Matsuda may possibly bear the ultimatum of his government in respect to its Loochoo policy.

Our readers will remember that in July last an action was brought by Mr Busto against the Captain of the S. S. *Merionethshire*, to recover the value of three cases of collision, which had been jettisoned in the course of the voyage. A verdict was given in this Court in favor of the plaintiff, on the ground that the vessel was not seaworthy, in consequence of the cases, which were deck cargo, not being sufficiently secured. The point being one of great importance to vessels, the case was taken, on appeal, before the Chief Judge in Shanghai, and we now hear that the decision of the lower court has been reversed, and judgment entered for the defendant.

(Tokio Times)

Where is the wonderful enterprise and perspicuity of our contemporaries in Hong Kong; Not one of them has yet taken steps to trace the recent disastrous configuration in that place to the well known root of all colonial evil, the Governor's misguided, pusillanimous and subversive humanitarian policy. Here is a noble opportunity wasted. We have not the slightest doubt that the responsibility for the destruction of ten streets by fire could be fastened upon Mr Hennessy with precisely the same justice and propriety as the blame for the piratical demonstration of a few months ago.

THE MILLEDGEVILLE HORROR.

(New York Times.)

The real cause of the Milledgeville calamity was the indiscreet and unpardonable conduct of old Mr Watkins. He was in many respects an amiable and upright man, but he was wholly devoid of delicate consideration for others. He knew that his daughter was engaged to Mr Garnet, and he approved of the engagement, but, nevertheless, he would sit in the drawing-room night after night, reading his newspaper, or what was even worse, forcing his conversation upon the unhappy young people. The result was that instead of passing their evenings in a reasonable and happy way, the miserable lovers were compelled to sit in the opposite corners of a long sofa, and to wonder at the tyranny of the law which forbids the daughter of an inconsiderate parent, as for trying to sit the old gentleman out, so Mr Watkins was sound asleep, with her mouth practically open, and Mr Watkins was reading aloud the proceedings of the last pork-packer's convention, and was evidently prepared to keep on feeding until breakfast time. He was probably the most hopeless and exasperating father that ever lived, and there was every reason to suppose that he would continue to live for many miserable years.

Immediately in the rear of Mr Watkins's house, and resting against it, was a large shed. The roof of this shed had leaked for a long time, until Mr Watkins, losing all faith in shingles and tin, determined to cover it with cement. In addition to his outrageous habit of sitting up late at night, and his atrociously ingenious man, who was continually devising and carrying out internal improvements in his house, most of which were painful and dangerous failures. For the roof of his shed he invented a new kind of cement, composed of tar, india-rubber, and shoe-makers' wax, which he spread over the roof of the depth of six inches. It soon hardened on its surface, and being undeniably water-proof, it was

regarded by all who saw it as a great success.

One evening, young Mr Garnet called at the house as usual, but to his extreme delight found that the obtuse parent was not in the parlour, he having been compelled to cross over to a neighbour's house on business. The young man's raptures, however, were soon checked on learning that Mr Watkins would certainly return within 15 minutes, and that there was imminent danger that he would read aloud the whole of the last number of the *Missionary Herald*, including all the letters on the last four pages of that exasperating publication, which set forth that the writers were willing to live without food or clothing, but that they could not live without the *Herald*. In these circumstances Mr Garnet resolved on a bold stroke. He told Miss Watkins that a transit of Mercury was to occur that evening, which she must not fail to see. "We will just go out on the roof of the shed," he remarked, "and watch it." "I will have a note on the table for your good father, telling him that we are star-gazing, and he will know that it is all right." The young lady agreed to the proposal; the note, in which all mention of the shed was carefully avoided, was written, and the exulting lover helped his beloved through the back window out on the roof of the shed, feeling that for once the old gentleman was fooled.

For hours they sat waiting for the transit—Mr Garnet doing his very best to prevent his companion from slipping and falling 5 ft. over a flat roof, with a view to rolling over its edge. In fact, he never once released his hold of her, so anxious and thoughtful was he for her safety. Old Watkins returned in due time; he read the note, remarked "sho," in a disappointed tone, and after waiting an hour for the supposed wanderers to return, fell asleep in his chair. The night was a beautiful one, and the lovers took small note of time. It was not until the South Presbyterian Church clock struck 12 that Miss Watkins noticed herself to say that she really must go back to the parlour, and that perhaps they had made a mistake about the transit, and would have to watch for it the next night. Mr Garnet conceded the propriety of her remarks, and they both said they would instantly get up. It was easy to make this resolution, but impossible to put it into execution. The new cement, which was dry only on the surface, held the young people in an inexorable grasp. In vain they strove to wrench themselves free. Certain ominous sounds convinced them that they could free themselves only at the sacrifice of the integrity of their garments. It was, indeed, an awful situation, and Mr Garnet, to this hour, wonders that his hair did not turn grey with agony.

Miss Watkins was a young woman of unusual force of character. In this crisis of her fate she neither wept nor told her lover he was a base, unmanly wretch. On the contrary, she devised a plan of escape, which was at once ingenious and practical. Producing her handkerchief, she proceeded to bandage him not to remove the handkerchief until she should give him permission. This done she hastily cut loose her running rigging, cut away her hair, and prevented backsliding, and then, after a moment's pause, leaving the latter a prey to the cement. The father slept soundly as she stole through the parlour to her room, and repaired her damages. Next, with a noble devotion to her fellow-sufferer, she borrowed a pair of the paternal trousers, which she carried to Mr Garnet, and, informing him that he might now remove the bandage, bade him good night and vanished. Full of admiration of female ingenuity and fidelity, Mr Garnet, after a cautious glance around the neighbourhood, withdrew from his imprisoned trousers, and after reaching the solid footing of the window sill partially buried himself in the trousers of old Mr Watkins. Had not the latter unfortunately waked up at the wrong moment, all would have been well. As it was, he sprang out of his chair, seized Mr Garnet under the belief that he was a burglar, and did not discover his mistake until he had roused the neighbours, and thus published the story of the young man's misfortune, and his daughter's ingenious devotion.

As was said in the beginning, it was all Mr Watkins's fault. Had he gone to bed like a Christian at half-past 8 o'clock, nothing of the kind would have occurred. He is one of those men of whom an example ought to be made, and there must be young men enough in Milledgeville to convince him, by concerted action, of the error of his ways.

A YEAR'S WRECKS.

The abstract of the Wreck Register for the year between July 1, 1876, and June 30, 1877, published by the Board of Trade, yields a large amount of useful information on a truly national subject; and, taken in conjunction with the numerous fearful calamities both on land and water, will make the records of disasters of the present year memorable.

We find that the number of British vessels which entered inwards and cleared outwards during the past year to and from ports of the United Kingdom was 581, 99, representing a tonnage of 101,799,050. On these ships, 224,069 were steamers, having a tonnage of 65,660,127. In addition to these figures, about 60,000 foreign vessels entered inwards and cleared outwards during the same period to and from British ports, representing a tonnage of nearly 20,000,000. These 641, 99 ships, British and foreign, had probably on board, apart from passengers, 4,000,000 of men and boys. In 1876-7 the number of wrecks, casualties, and collisions on all causes, on and near the coasts of the United Kingdom, was 4,194, which number exceeds that of the previous year by 407; 511 cases out of this large number involving total loss, 672 and 472 representing the same class. If we deduct 511 from the yearly list of casualties (4,194), the remainder will be found to be made up of 1,120 serious casualties, and 2,533 of minor class of sea accidents. During the past twenty years—from 1857 to 1876—the number of shipwrecks on our coasts alone has averaged 1,948 a year, representing in money value millions upon millions sterling. In making this statement we lay aside entirely the thousands of precious lives, on which no money value could be placed, which were sacrificed on such distressing occasions, and which would have been enormously increased in the absence of the determined and gallant services of the lifeboats of the National Lifeboat Institution.

In the abstract of the Wreck Register it is stated that between 1861 and 1876-7 the

number of ships, both British and foreign, which came to grief on our coasts, and which were attended with loss of life, was 2,764, causing the loss of 13,093 persons. In 1876-7 loss of life took place in one out of every twenty-two shipwrecks on our coasts. The number of ships reported in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty. Thus 847 of the wrecks were collisions, and 3,317 were wrecks and casualties other than collisions. Of these latter casualties, 448 were wrecks, resulting in total loss, 902 were casualties resulting in serious damage, and 1,969 were minor accidents. It is to be observed that of the 3,317 casualties (excluding collisions) 2,824 are known to have happened to ships belonging to Great Britain and its dependencies, while 493 belonged to foreign countries. The total number of English ships, excluding collision cases, which, according to the facts reported, appeared to have foundered, or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year 1876-7, is twenty; while fifty-four happened through the errors, &c., of masters, officers, crews, or pilots; 180 through stress of weather; and sixty-one from other or unknown causes. The number of casualties arising from the same causes during the same year, and resulting in serious damage is as follows:—Through defects, 77; errors, 112; stress of weather, 967; other causes, 170; and the cases of minor damage were through defects, 100; errors, 190; stress of weather, 1,253; and other causes, 229. Amongst the losses on our coasts in 1876-7, excluding collisions, 442 were steamships and 2,876 were sailing vessels.

The localities of the wrecks, still excluding collisions, are thus given:—East coasts of England and Scotland, 1,140; south coast, 630; west coast of England and Scotland, and coast of Ireland, 1,269; north coast of Scotland, 120; and other parts, 159. Total, 3,317. The sites of these several terrible disasters are distinctly shown on the wreck charts attached to the Wreck Register Abstract. On the charts the site of each one of the 239 lifeboats belonging to the National Lifeboat Institution is also given.

The winds that have been most fatal to 1,785 of the ships on and near the coasts of the United Kingdom during the year were as follows:—N. to E. inclusive, 237; E. by S. to S. inclusive, 630; S. by W. to W. inclusive, 541; and W. by N. to N. by W. inclusive, 327. Total, 1,765. With regard to casualties to our ships in our rivers and harbours, we find from the Wreck Register Abstract that the total number during the year 1876-7 was 984, of which 647 were total losses, 244 were serious casualties, and 722 minor casualties. With reference to the collisions on and near the coasts during the year 1876-7, forty-eight of the 847 collisions were between two steamships, both under way, irrespective of numerous other such cases in our harbours and rivers, the particulars of which are not given in the abstract. We cannot attach too much importance to these facts, for no disaster at sea or on a river is often more awful in its consequences than a collision, as has been too strikingly illustrated this year in the cases of the German iron-clad *Groszer Kurfurst* and the Thames steamer *Princess Alice*.

As regards the loss of life, the Wreck Abstract shows that the number was 776 from the shipwrecks enumerated during 1876-7. It is recorded that the greatest destruction of human life happened on the north and east coasts of England and Scotland. This number (776) may appear to the casual observer a comparatively small one, by the side of the thousands who escaped disaster from the numerous shipwrecks above mentioned.

A FIGHT WITH A TROUT.

The trout, as soon as he felt the prick of the hook, was off like a shot, and took out the whole of the line with a rapidity that made it smoke. "Give him the butt," shouted Luke. It is the usual remark, in such an emergency. I gave him the butt; and recognising the fact and my spirit the trout at once sank to the bottom and sunk. It is the most dangerous move of a trout, for you cannot tell what he will do next. We reeled up a little and waited five minutes for him to reflect. A tightening of the line enraged him, and he soon developed his tactics. Coming to the surface, he made straight for the boat, faster than I could reel in, and evidently with hostile intentions. "Look out for him!" cried Luke, as he came flying in the air. I evaded him by dropping flat in the bottom of the boat; and when I picked my traps up he was spinning across the lake as if he had a new idea; but the line was still fast. He did not run far. I gave him the butt again; a thing he seemed to hate, even as a gift. In a moment the evil minded fish, lashing the water in his rage, was coming back again, making straight for the boat as before. Luke, who was used to these encounters, having read of them in the writings of travellers he had accompanied, raised his paddle in self-defence. The trout left the water about 10 ft. from the boat and came directly at me with fiery eyes, his speckled sides flashing like a meteor. I dodged as he whirled by with a vicious snap of his bifurcated tail, and nearly upset the boat. The line was, of course, slack, and the danger was that he would entangle it about me and carry away my leg. This was undoubtedly his game, but I unforged it, and only lost a breast button or two by the swiftly-moving game. The trout plunged into the water again with a hissing sound, and went away again with all the line on the reel. More butt; more indignation on the part of the captive. The contest had now been going on for half an hour, and I was getting exhausted. We had been back and forth across the lake, and round the lake. What I feared was that the trout would start up the inlet of the lake and wreck us in the bushes. But he had a new fancy, and began the execution of a manoeuvre that I never read of. Instead of coming straight towards me he took a large circle, swimming rapidly, and gradually contracted his orbit. I rushed in and kept my eye on him. Round and round he went, narrowing his circle. I began to suspect the little game, which was to twist my head off. When he had reduced the radius of his circle to about 25 ft., he struck a tremendous pace through the water. It would be false modesty in a sportsman to say that I was not equal to him, as he instead of turning round with him, braced myself, and let the boat swing. Round went the fish, and round May we all round the horizon; the rosy tint in the west made

a bright band of pink along the sky above the treetops; the evening star was a perfect circle of light, a hoop of gold in the heavens. He whirled and reeled and reeled and whirled. I was willing to give the malicious beast butt and line, and all, if he would go only the other way for a change. When I came to myself Luke was gaffing the trout at the boat side. After we got him in and dressed him, he weighed three-quarters of a pound. Charles Dudley Warner's *In the Wilderness*.

THE ELECTRIC LIGHT.

There seems to be a decided opinion among scientific men that the electric flame, however valuable for lighting large spaces, cannot be much subordinated, either as an agent or economically. The experiments which have been made so far, on this side of the Atlantic, seem to confirm this opinion; and the trials which were made last week of various systems of electric lighting at the Society of Arts, as well as the statements made by the lecturer on that occasion, told in the same direction. It was shown that up to the present time the electric "candles" were much more costly than gas. For this reason, and other drawbacks which became apparent in actual use, the Paris municipality have declined to renew their contracts for electric lighting, at a price above that of the gas illumination, though the cost is nearly eight times as great. Of course, if nothing better can be done, we are still far from the time when the electric light will be turned on and off in private houses and the danger from suffocation or fire from gas escapes removed. On the other hand, Mr Edison persists in saying that he has solved the whole question, and that people will be satisfied when he has lighted up Alamo Park at small expense, and has over-measured the amount of light supplied to each burner. Whatever may be the result of the attention now being devoted to the subject, we may hope that the gas companies, while watching over the interests of their shareholders, will at least be driven to consider the public a little more, and that if only on this account the competition of electricity will not prove altogether a failure. No one who has seen the effect produced by the Grammes, Lindin, and Rapiid lights in large areas can doubt that for these at least electric lighting is in a fair way to supersede gas.

TAME BIRDS.

(China Review.)

On reading Mr. Sampson's note in your last issue I was reminded of a similar, but more wonderful, instance of the extent to which the taming of birds can be carried. One evening some years ago, while taking a walk with a friend, we observed a person—an European constable in plain clothes, if I remember rightly—walking in the grass by the foot-path and making a low whistling sound. Presently a little bird rose from behind and flew past him, alighting a little further in advance on the route he was taking. This was repeated several times. Curiosity impelled us to enter into conversation with the man, who informed us that the bird we then saw was a young one being trained, but that another bird in his possession was much cleverer and would follow him anywhere in his walks without giving him any trouble or anxiety.

JAS. B. COUGHILL.

THE 15,000 men who are to be added to the native army in India will bring up his total strength to about 140,000. The present force consists of 900 artillery, 16,700 cavalry, 3,200 sappers and miners, 104,000 infantry, and some 200 body guard, or a total of 135,000 men. The strength of the European troops upon the Indian establishment, exclusive of those temporarily detained in India, is about 62,000—consisting of 4,300 cavalry, 12,500 artillery (horse, field, and garrison) and engineers, and 45,800 infantry. The total force will thus number for the future over 202,000. The Indian army charges, according to the estimates for the current year, amount to £15,800,000. The augmentation of 15,000 men to the native force, which Mr. Stanhope roughly estimates will cost about £22,000 or £23,000 a month, will add some £270,000 to the annual charge, making it about £16,070,000. The small number of European officers that are attached to the native regiments has been much commented upon of late, and when the proportion is considered there seems good ground for the apprehensions that have been expressed. It appears that of the present native army of 125,000 men the European officers and non-commissioned officers only number 1,640, or 1.3 per cent. There can be little doubt that this proportion is dangerously low; and now that the native force is to be further increased it would appear to be imperative that steps should be taken to increase it.

MAJOR-GEN. F. S. Roberts, whose victory in the Peshawar campaign has been the subject of much congratulation, is, it seems, but a simple major when at home with his regiment. In India he commands just now the column of troops which is advancing up the Kuram Valley, and has at his orders three brigadier-generals and upwards of 4,000 men. Recalled to-morrow to the headquarters of the Royal Regiment of Artillery at Woolwich, he might revert, like other officers of his rank in the regiment, to the command of a single battery. It is the brevet system that prevails with us, and nowhere else (says a contemporary) that is responsible for the anomaly. The commander of the Kuram column is a major of artillery, a colonel in the British army, and a major-general in India; for the last grade is only due to local rank. This local rank is, however, all a fighting soldier desires, provided the locality happens to be upon the field, and thus it is that a major of artillery comes to be in command of a division. The circumstance that General Roberts has already earned the Companionship of the Bath and owns that most coveted of all military distinctions, the Victoria Cross, is evidence enough of his valour as a soldier, while his administrative powers may be inferred from the fact that he has for the past few years held the responsible post of quartermaster-general in Bengal. General Roberts is not the only rising young officer whose anomalous rank is so striking. When Sir Garnet Wolseley commanded the Red River Expedition, he too was but a regimental major in the 90th Foot, and when despatched as major-general in command of the West African troops in 1873, his rank, like that of General Roberts in India, was only local. We are fortunate in having general officers able to command who are still in the full vigour of manhood.

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
VIA BOMBAY,
ALSO
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PEKIN, Captain W. WOODCOCK, will leave
this on SATURDAY, the 1st February,
at Noon.
Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week later than by the
direct route. Silk and Valuables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. MOLLER, Superintendent.
Hongkong, January 20, 1879. fcl

Occidental & Oriental Steam- Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S.S. OCEANIC will be despatch-
ed for San Francisco via Yokohama,
on TUESDAY, the 4th February, 1879, at
8 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 3rd February. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, January 3, 1879. fcl

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, OR
PAPERS will be thankfully received at
the SAILOR'S HOME, West Point.
Hongkong, July 25, 1878.

Insurances.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
General Agent,
Hongkong, December 9, 1878.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
AGENTS in Hongkong for the above-
named Company, are prepared to grant
POLICIES against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.
Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.

MEYER & Co.
Hongkong, August 13, 1878.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, or
on Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1879.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

BERLIN COLOGNE
FIRE INSURANCE COMPANY,
BERLIN.

Guarantee Funds of the
Company's Reinsurers, M. 100,000,000
Shareholders' Capital, " 6,000,000
Premiums and Interests
for 1877, " 5,167,643
Reserves, " 1,666,122

Makes a Grand Total of... M. 112,823,763
Capital Insured end of 1877, M. 1,924,507,981

THE Undersigned having been Appoint-
ed AGENTS GENERAL for the
above Company, are prepared to grant
Insurances to the extent of \$50,000 on
First-class Risks at Current Rates.

GROSSMANN & Co.,
Agents General.
Hongkong, January, 1879. fcl

THE GUARDIAN FIRE AND LIFE
ASSURANCE COMPANY,
LONDON.

THE AGENCY of the above Company
at this Port and at Foochow has
This Day been Transferred to the Undersig-
ned, who are prepared to accept Risks
and grant Policies at Current Rates.

BIRLEY & Co.
Hongkong, January 11, 1879. fcl

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Said and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY,
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

To Let.

TO BE LET.

HOUSES Nos. 5 and 9, Zetland Street.
DAVID SASSOON, SONS & Co.
Hongkong, January 2, 1879.

TO LET.

FIRST-CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.

Apply to

WO HANG,

Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

TO LET.

IN the Houses, on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East—
FIRST FLOOR, No. 2, with possession
1st February.

As also,

SIX SPACIOUS ROOMS, with Cor-
ridors and Out-houses in the DWELLING
HOUSE, to the Eastward of the Pier at
Wanchai. These may be had in Apart-
ments of Two or Three Rooms to suit con-
venience. Fine spacious Verandah looking
on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.

For further particulars, apply to

MEYER & Co.

Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.

Apply to

TURNER & Co.

Hongkong, August 1, 1878.

Intimations.

BEUTCHINGS
begs to announce to the Community
of Hongkong that he will be able to supply
BEEF, MUTTON, &c.,
from 1st October, and trusts that they may
grant him their support.

SHOP—WELLINGTON STREET, opposite
the Cathedral.

Hongkong, September 20, 1878.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of 2-1
times a week. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

China Mail Office.

For Sale.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I.
and II. A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN ETEL,
Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.
To be had from MESSRS LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, March 1, 1878.

NOW READY.

YEN-SHUI, or, THE RUDIMENTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. ETEL. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION. In three Lectures.
By Dr. E. J. ETEL. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.

Hongkong, July 31, 1879.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.
China Mail Office.

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST,
in English and Chinese, con-
taining the Names of all the most
important Companies, Institutions
and Mercantile Houses in the
Colony.

Price, 25 cents each; or \$2.50
per dozen.

At the "China Mail" Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	4	F. Ashton	Brit.	str.	366	Jan. 18 Douglas Lapraik & Co.	Amoy & Taiwan	K'loon Dock
America	5	Graham	Brit.	str.	1000	Jan. 17 Birley & Co.	Bangkok	To-day
Atlanta	5	Scott	Brit.	str.	1271	Dec. 22 Jardine, Matheson & Co.	Bangkok	K'loon Dock
Bellona	5	Peterson	Ger.	str.	782	Jan. 16 Siemssen & Co.	Bangkok	Wanchai Pier
Bombay	1	Ahrens	Ger.	str.	789	Jan. 18 Siemssen & Co.	Yokohama	Mails
China	5	Alderton	Brit.	str.	749	Feb. 12 Kwok Acheong	Shanghai	K'loon Dock
Chinkiang	5	Err	Brit.	str.	1036	Jan. 16 P. & O. S. N. Co.	Hankow & Haiphong	at daylight
Conquest	5	Scott	Brit.	str.	317	Jan. 21 Siemssen & Co.	Bangkok	30th inst.
Danube	3	Clanchy	Brit.	str.	561	Jan. 18 Yuen Fat Hong	Manila	Cootan Dock
Diamante	5	Thebaud	Brit.	str.	514	Jan. 19 Russell & Co.	Amoy and Manila	Tug Plying
Emu	5	Blanco	Span.	str.	222	Jan. 21 Remedios & Co.	Tamsui, &c.	To-morrow
Famo	6	Stopani	Brit.	str.	117	..... H. K. & W'poo Dock Co.	London, &c.	K'loon Dock
Hailong	5	Goode	Brit.	str.	277	Jan. 23 Douglas Lapraik & Co.	Singapore and Penang	at daylight
Hakon Adelstein	5	Bergh	Norw.	str.	904	Jan. 28 Arnold, Karberg & Co.	Shanghai	To-day
Hector	5	Billings	Brit.	str.	1523	Jan. 27 Butterfield & Swire	Shanghai	K'loon Dock
Karo	5	Colling	Brit.	str.	979	Jan. 21 Meyer & Co.	Shanghai	To-morrow
Kilgarry	5	Findall	Brit.	str.	1060	Jan. 3 Gibb, Livingston & Co.	Y'ham & S. F'isco	4th prox.
Leo Yuen	4	Findall	Chi.	str.	734	Jan. 21 O. M. S. N. Co.	Singapore	3rd prox.
Lorne	5	McCallach	Brit.	str.	1034	Jan. 12 Melchers & Co.	Shanghai	K'loon Dock
Nimpo	5	Westoby	Brit.	str.	862	Jan. 26 Douglas Lapraik & Co.	Australian Ports	To-morrow
Normanby	5	Cass	Brit.	str.	761	Jan. 4 Siemssen & Co.	Y'ham & S. F'isco	4th prox.
Norna	5	Ellis	Brit.	str.	606	June 28 Kwok Acheong	Singapore	Sands' Slip
Oceanic	5	Metcalfe	Brit.	str.	3700	Jan. 17 O. & O. S. S. Co.	Shanghai	K'loon Dock
Pacific	5	Hernsheim	Ger.	str.	69	Jan. 16 Siemssen & Co.	Shanghai	To-day
Porusla	5	McKirdy	Belg.	str.	2297	Dec. 17 Jardine, Matheson & Co.	Shanghai	K'loon Dock
Quinta	5	Wrang	Ger.	str.	876	Jan. 7 Soey Shing	Shanghai	To-day
Sea Gull	5	.....	Amer.	str.	48	July 18 W. H. Ray	Shanghai	K'loon Dock
Thales	5	Pocock	Brit.	str.	820	Jan. 9 Douglas Lapraik & Co.	Shanghai	K'loon Dock
Yesso	5	F. Ashton	Brit.	str.	559	Jan. 26 Douglas Lapraik & Co.	Shanghai	K'loon Dock
Yotung	2	Gogglin	Brit.	str.	286	Jan. 21 Kwok Acheong	Shanghai	K'loon Dock
Sailing Vessels								
Agate	3	Pike	Amer.	bgs.	620	Dec. 20 Vogel & Co.	New York	K'loon Dock
Alden Bease	4	Noyes	Amer.	bgs.	850	Dec. 17 Rozario & Co.	San Francisco	K'loon Dock
Alfredo	3	Pittaluga	Ital.	bgs.	340	Jan. 25 Borneo Co., Limited	Shanghai	K'loon Dock
Beethoven	3	Haje	Ger.	bgs.	1126	Jan. 13 Geo. R. Stevens & Co.	Shanghai	K'loon Dock
Black Hawk	3	G. Land	Amer.	bgs.	491	Dec. 6 Arnold, Karberg & Co.	Shanghai	K'loon Dock
Black Watch	3	Kennah	Brit.	bgs.	713	Jan. 25 Borneo Co., Limited	Shanghai	K'loon Dock
Bury St. Edmunds	3	Rodakis	Dan.	bgs.	388	Nov. 19 Gibb, Livingston & Co.	Shanghai	K'loon Dock
Cannaronshire	3	Fishwick	Brit.	bgs.	256	Jan. 18 Carlowitz & Co.	Shanghai	K'loon Dock
Charité	2	Gautsfe	Fch.	bgs.	1333	Jan. 8 Order	Shanghai	K'loon Dock
Charmar	1	Lucky	Amer.	sh.	173	Dec. 21 J. J. dos Remedios & Co.	Shanghai	K'loon Dock
Christina	3	Capra	Nic.S.m.s.	173	Dec. 21 W. H. Ray	Shanghai	K'loon Dock	
Cornwall	3	.....	Amer.	sh.	188	July 18 W. H. Ray	Shanghai	K'loon Dock
Colona	3	Hall	Amer.	bgs.	853	Nov. 15 Russell & Co.	Shanghai	K'loon Dock
Commissary	7	Morison	Brit.	sh.	900	Oct. 23 Meyer & Co.	Shanghai	K'loon Dock
Condor	3	Steffens	Ger.	bgs.	368	Nov. 22 Vogel & Co.	Shanghai	K'loon Dock
Connaught Ranger	3	Murphy	Brit.	sh.	1153	Dec. 3 Melchers & Co.	Shanghai	K'loon Dock
Cordouan	2	Bertaud	Fch.	bgs.	469	Nov. 10 Carlowitz & Co.	Shanghai	K'loon Dock
Corea	3	Pearce	Brit.	bgs.	585	Jan. 9 Meyer & Co.	Shanghai	K'loon Dock
Cresswell	4	White	Brit.	bgs.	464	Jan. 6 Wieler & Co.	Shanghai	K'loon Dock
E. O. Mutch	3	Mutch	Brit.	sch.	182	Jan. 5 Captain	Shanghai	K'loon Dock
Echo	2	Tozer	Brit.	bgs.	869	Jan. 17 Arnold, Karberg & Co.	Shanghai	K'loon Dock
Elizabeth Nicholson	3	Grerson	Brit.	sh.	904	Oct. 17 Borneo Co., Limited	Shanghai	K'loon Dock
Emilio V.	2	Merello	Ital.	bgs.	724	Nov. 30 D. Russo & Co.	Shanghai	K'loon Dock
Esperance	3	Guillon	Fch.	bgs.	272	Dec. 2 Carlowitz & Co.	Shanghai	K'loon Dock
Fanny	4	Gougon	Fch.	bgs.	314	Nov. 9 Landsteln & Co.	Shanghai	K'loon Dock
Faugh Balough	3	Rüte	Ger.	bgs.	440	Dec. 18 Carlowitz & Co.	Shanghai	K'loon Dock
Fleetwing	3	Wuest	Amer.	sh.	829	Oct. 17 Vogel & Co.	Shanghai	K'loon Dock
Florence Nightingale	3	Britt	Brit.	bgs.	454	Jan. 23 Arnold, Karberg & Co.	Shanghai	K'loon Dock
Fontenay	3	Taylor	Brit.	sh.	630	Oct. 10 Arnold, Karberg & Co.	Shanghai	K'loon Dock
Forward	2	Vandevord	Brit.	bgs.	744	Dec. 17 Rozario & Co.	Shanghai	K'loon Dock
Frederick	3	Ulderup	Ger.	bgs.	672	Jan. 7 Meyer & Co.	Shanghai	K'loon Dock
Glyding	3	Winter	Dan.	bg.	240	Jan. 18 Wieler & Co.	Shanghai	K'loon Dock
Hail Columbia	4	Brereton	Amer.	sh.	353	Nov. 19 Edward Schellhass & Co.	Shanghai	K'loon Dock
Hattie N. Bange	4	Bange	Amer.	sh.	298	Dec. 2 Captain	Shanghai	K'loon Dock
Hawthorn	3	Mead	Brit.	bgs.	877	Jan. 18 Wieler & Co.	Shanghai	K'loon Dock
Harellhurst	3	Goudry	Brit.	bgs.	877	Jan. 18 Rozario & Co.	Shanghai	K'loon Dock
Helena	2	Snow	Amer.	bgs.	608	Jan. 1 Captain	Shanghai	K'loon Dock
Herbert Black	4	Treat	Amer.	bgs.	573	Jan. 2 Rozario & Co.	Shanghai	K'loon Dock
Highlander	4	Hutchinson	Amer.	sh.	1352	June 19 Vogel & Co.	Shanghai	K'loon Dock
Holstein	3	Külper	Ger.	sh.	281	Jan. 10 Aduard Schellhass & Co.	Shanghai	K'loon Dock
Invisible	6	Triokland	Amer.	sh.	1450	Dec. 6 Meyer & Co.	Shanghai	K'loon Dock
Irene	7	Yates	Amer.	sch.	481	Jan. 13 Russell & Co.	Shanghai	K'loon Dock
J. H. Ingersoll	7	Daw	Amer.	bgs.	609	Nov. 24 Russell & Co.	Shanghai	K'loon Dock
Kirkland	3	Colledge	Brit.	bgs.	453	Jan. 14 Chinese	Shanghai	K'loon Dock
Kvik	7	Larsen	Norw.	bgs.	417	Dec. 14 Siemssen & Co.	Shanghai	K'loon Dock
Laurel	4	Johns	Brit.	bgs.	638	Jan. 8 Gibb, Livingston & Co.	Shanghai	K'loon Dock
Lota	3	Dudfield	Brit.	bgs.	472	Jan. 18 Order	Shanghai	K'loon Dock
Louisa	3	Shierloh	Ger.	sh.	246	Oct. 17 Edward Schellhass & Co.	Shanghai	K'loon Dock
Maia Louisa	3	Richson	Ger.	bgs.	442	Jan. 20 Wieler & Co.	Shanghai	K'loon Dock
Marquis of Argyll	4	McClenn	Brit.	bgs.	500	Dec. 20 Rozario & Co.	Shanghai	K'loon Dock
Matchless	7	Dawson	Amer.	sh.	1166	Nov. 10 Meyer & Co.	Shanghai	K'loon Dock
Mignon	4	Soule	Amer.	sh.	484	Jan. 1 Captain	Shanghai	K'loon Dock
Morning Star	1	Minhaelon	Siam.	bgs.	570	Dec. 10 Chinese	Shanghai	K'loon Dock
Nicola	4	Stöken	Ger.	sch.	167	Oct. 10	Shanghai	K'loon Dock
Onward	4	Boysen	Brit.	sch.	200	Dec. 27 Lane, Crawford & Co.	Shanghai	K'loon Dock
Paralos	2	Pasoo	Fch.	bgs.	342	Jan. 22 Carlowitz & Co.	Shanghai	K'loon Dock
Pilgrim	3	Fowle	Amer.	sh.	956	Jan. 16 Russell & Co.	Shanghai	K'loon Dock
P. Fitzpatrick	3	Phelan	Amer.	bgs.	580	Jan. 13 Douglas Lapraik & Co.	Shanghai	K'loon Dock
Prince Arthur	3	Wills	Brit.	bgs.	296	Dec. 14 Chinese	Shanghai	K'loon Dock
Rosetta McNell	4	Brown	Amer.	bgs.	611	Dec. 10 Vogel & Co.	Shanghai	K'loon Dock
Silver Eagle	2	Bichard	Brit.	bgs.	908	Jan. 1 Adamson, Bell & Co.	Shanghai	K'loon Dock
Staut	3	Acheong	Norw.	bgs.	581	Jan. 6 Meyer & Co.	Shanghai	K'loon Dock
Stillman R. Allen	7	Taylor	Amer.	bgs.	586	Jan. 26 Meyer & Co.	Shanghai	K'loon Dock
Stonewall Jackson	8	Bartlett	Amer.	bgs.	1102	Dec. 30 Arnold, Karberg & Co.	Shanghai	K'loon Dock
Stracthro	8	Miller	Brit.	bgs.	1168	Dec. 17 Russell & Co.	Shanghai	K'loon Dock
Strathmore	4	Hemsworth	Brit.	bgs.	500	Dec. 21 Captain	Shanghai	K'loon Dock
Sumaride	4	Tobiasen	Norw.	sh.	643	Jan. 9 Siemssen & Co.	Shanghai	K'loon Dock
Sumatra	3	Clough	Amer.	sh.	1090	Sept. 5 Vogel & Co.	Shanghai	K'loon Dock
Sydenham	4	Miller	Brit.	sh.	1063	Nov. 15 Carlowitz & Co.	Shanghai	K'loon Dock
Thores & Nelly	1	Garceau	Fch.	bgs.	358	Nov. 9 Douglas Lapraik & Co.	Shanghai	K'loon Dock
Thos. A. Goddard	7	Smith	Amer.	bgs.	682	Nov. 24 Remedios & Co.	Shanghai	K'loon Dock
Viola	4	Tremoy	Span.	bgs.	518	Jan. 4 Master	Shanghai	K'loon Dock
W. E. Gladstone	3	Gallioha	Brit.	bgs.	564	Jan. 4 Captain	Shanghai	K'loon Dock
Wm. Phillips	8	Healy	Amer.	sch.	892	Jan. 13	Shanghai	K'loon Dock
WEAMPOA								
Helene	4	Volguarden	Ger.	bgs.	872	Jan. 18 Wieler & Co.	Shanghai	K'loon Dock
Pacific Slope	4	Tank	Brit.	bgs.	799	Jan. 19 Russell & Co.	Shanghai	K'loon Dock
OAKTON								
China	4	Ackermann	Ger.	str.	648	Jan. 23 Siemssen & Co.	Shanghai	K'loon Dock
Hsai Yuen	4	Wilson	Chi.	str.	650	Jan. 26 O. M. S. N. Co.	Shanghai	K'loon Dock